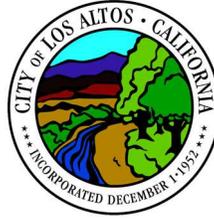


DATE: January 22, 2020

AGENDA ITEM # 2



TO: Complete Streets Commission

FROM: Jaime O. Rodriguez, Consultant – Transportation Services Division

SUBJECT: Project Update: Almond Avenue and Covington Road
Concept Plan Line Development for 2020 Resurfacing Program

RECOMMENDATION:

Receive staff report and provide input on concept plan line drawings.

INTRODUCTION

The City is planning to resurface both Almond Avenue (San Antonio Road to El Monte Avenue) and Covington Road (El Monte Avenue to Miramonte Avenue) as part of the upcoming 2020 Street Resurfacing program. The City is soliciting final Complete Streets Commission input on the preferred concept plan line drawings based off of community and commission input from November 2019.

BACKGROUND

Annual Street Resurfacing Project, TS-01001, is funded annually through the Capital Improvement Program (CIP), and is dedicated to repairing and maintaining the City's roadways. Historically, the City replaced in-kind the prior condition roadway markings which resulted in missed opportunities to implement complete street improvements envisioned through the City's Bicycle and Pedestrian Master Plan and Neighborhood Traffic Calming Master Plan studies.

This year, the City is seeking to use the Annual Street Resurfacing Project to help implement complete streets elements. In November, the City held a community open house immediately prior to the November 20, 2019 Complete Streets Commission meeting and also made a presentation to the commission on this item.

DISCUSSION

Staff is seeking input from the Complete Streets Commission on proposed bicycle, pedestrian, and traffic calming treatments along the two proposed roadway segments:

- Almond Avenue (San Antonio Road to El Monte Avenue)
- Covington Road (El Monte Avenue to Miramonte Avenue)

During the November 20 Open House and Complete Streets Commission meeting the City received public input on Concept Plan Line drawings prepared by the City. Specific input on each of the drawings is provided below and the revised Preferred Concept Plan Line Drawings are attached.

Almond Avenue

- Bike Lanes vs Two Way Cycle Track, San Antonio Rd to Los Altos High School

The City presented the community with two options for improvements along Almond Avenue between San Antonio Road and Los Altos High School.

The first option was to simply extend the existing bike lanes on Almond Avenue to San Antonio Road. The bike lanes currently end westbound before the Los Altos Fire Station on the corner of the intersection. Extension of the bike lanes can be accomplished by narrowing existing lane widths.

The second option introduced a two-way cycle track along the north side of Almond Avenue between San Antonio Road and Los Altos High School. A two-way cycle track is essentially a wider bike lane between 8- to 10-FT with a minimum 2-FT painted buffer that allows bicyclists to travel on one side of the street. This concept was explored by staff based on input from public safety staff and school district staff that noted a typical student bicyclists' behavior where bicyclists were already using the roadway as a two-way cycle track. This option does result in a loss of parking in front of eight (8) homes located along the north side of Almond Avenue, between San Antonio Road and Valencia Drive; equivalent to 12 parking spaces. City staff has not initiated outreach to potentially impacted residents regarding the loss of parking.

Public input was split during the open house meeting with residents both excited about the opportunity for such an option and others concerned about the parking loss.

In the two-way cycle track option bicyclists would still be allowed to travel east along the south side of Almond Avenue but would do so in a sharrows "Share the Road" condition versus in a dedicated bike lane between San Antonio Road and the high school frontage. After that, the directional bike lanes on each side of Almond Avenue would be reintroduced.

The City is recommending the implementation of the two-way cycle track for Almond Avenue and is seeking public and Complete Streets Commission feedback on this alternative.

- Almond Avenue & El Monte Avenue Intersection Controls

Currently the Almond Avenue & El Monte Avenue intersection operates with STOP controls on Almond Avenue only. The City presented three options to the community and commission in November.

The first option was to retain the existing intersection control option; just simply realign the controls to straighten eastbound Almond Avenue traffic at the intersection and extend bike lanes in the same direction to the intersection.

The second option was to install an All-Way STOP control at the intersection and introduce crosswalks across El Monte Avenue.

The third option, which was overwhelmingly not supported by the community, was to consider a mini-roundabout or traffic circle at the intersection. This option is not being pursued by the City in respond to public input.

In response to public input, the City is recommending the installation of an All-Way STOP at the intersection. To help residents better visualize the long-term roadway operation, the City over-layed future bulb-out treatments at the intersection that are planned as part of the El Monte Avenue Sidewalk Gap Closure project.

- Central Almond Avenue Treatments

The preferred Concept Plan Line drawing essentially retains the existing bike lane and roadway configurations between Los Altos High School and El Monte Avenue.

Covington Road

- Bike Lane at Covington Road & El Monte Avenue

Residents did not have concerns regarding the installation of a new bike lane on the northbound approach of Covington Road at El Monte Avenue, stating that students from Covington School would likely not use the bike lane given the existing trail along the north side of the street. Staff agrees with residents that students would likely remain in the trail section, but the bike lane would benefit commuter bicyclists already riding on Covington Road. Accordingly, staff is recommending preservation of the proposed bike lane at the intersection approach.

- Mini Roundabout at Covington Road & Fremont Avenue

Public input during the November open house was supportive of the proposed mini-roundabout at Covington Road & Fremont Avenue. However, the City received concerns regarding the proposal to remove the existing Fremont Avenue STOP control as part of the improvement. In response to public input, staff has reintroduced the STOP control at the Fremont Avenue approach of the intersection into the mini-roundabout.

- Speed Tables on Covington Road between Fremont Avenue and Covington School

The City initially recommended two speed tables as a method to calm traffic along the frontage of Covington School. Specific public concern focused on converting the existing at-grade crosswalk at the school entry into a speed table because residents living adjacent

to the crosswalk were concerned regarding impacts to their driveway. City staff removed the proposed speed table at the school entry at that location. The speed table immediately south of Fremont Avenue is still recommended to help slow vehicular traffic down that enter and exit the new mini-roundabout.

- Bike Lane on Covington Road between El Monte Avenue and Campbell Avenue

The 2012 Los Altos Bicycle Plan recommends Covington Road as a Class III – Bike Route facility. The City prefers to better enhance the biking experience on Covington Road and to help prioritize that corridor as a strong bicycle corridor between the Southerly City Limits at Grant Road into Downtown Los Altos as a parallel alternative to Foothill Expressway for the community.

On Covington Road between El Monte Avenue and Campbell Avenue the City is recommending the preservation of parking but with restrictions to Park Off Shoulder. This solution allows residents to continue parking on Covington Road but prioritizing biking alternatives for residents. Many residents did explore a preference towards this solution, but residents living on the street within this segment also did note concern regarding parking loss. Technically, no parking loss is introduced. This solution can be treated as a trial treatment of interest to the community that is monitored for a period of one year. To help minimize impacts to the new pavement treatments, bike lane markings can be implemented with signage only or with signs and bike lane stencils in temporary paint. The City requests commission input on this alternative.

South of Campbell Avenue to Grant Road residents were overwhelmingly supportive of bike lane introductions on Covington Road so long as parking wasn't impacted.

- Covington Road & Campbell Avenue

The City is proposing the use of painted curb extensions to tighten the returns at the intersection to discourage wide, faster turns at the intersection. Staff will build the project with only painted markings that do not include any raised elements at the intersection to prevent drainage impacts.

- Covington Road & Riverside Drive

The public did note concerns regarding concerns about the Covington Road & Riverside intersection, specifically visibility concerns as motorists traverse the horizontal curves in the roadway between the two Riverside Drive intersections. The preferred concept plan line drawing include narrow vehicle lanes and bike lane buffers that will help slow vehicular traffic down through the horizontal curve.

- Covington Road & Golden Avenue All-Way STOP

The City is recommending a new All-Way STOP at the Covington Road & Golden Avenue intersection where an adult crossing guard currently operates. Residents were strongly supportive of this recommendation.

The City did also receive input to consider a second All-Way STOP somewhere between Springer Road and Golden Avenue, but staff recommends on-going monitoring of Covington Road after the new All-Way STOP installation.

- Covington Road – South of Miramonte Avenue

The current street resurfacing program only proposed treatments between El Monte Avenue and Miramonte Avenue. The City completed the plan line drawing process for the entire length of Covington Road to take advantage of the current planning activity and to respond to prior Blach School Study Area requests for improvements on Covington Road between Miramonte Avenue and Grant Road.

The City proposed a total of four (4) speed tables between Miramonte Avenue and Grant Road. Public input in response to the speed tables was overwhelmingly supportive with requests to consider immediate implementation. Staff is seeking Complete Streets Commission input on implementation of the speed tables with the upcoming street resurfacing project, funds are available in the Annual Bicycle/Pedestrians Project, TS-01052.

The City will finalize the Almond Avenue and Covington Road concept plan line drawings into project Signage & Striping plans for implementation with the Annual Street Resurfacing program following the Complete Streets Commission. The City plans to advertise the project for construction in February with construction planned for the Summer 2020. Depending on public and Commission input, staff will also begin direct outreach to residents on areas such as Almond Avenue where parking may be impacted.

Attachments:

- A. Almond Avenue – Refined Concept Plan Line
- B. Covington Road – Refined Concept Plan Line